

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Withdrawn) Method for controlling the temperature of feed air supplied to a cabin area of a passenger aircraft (10), whereby a reading is taken for the ambient temperature in the cabin area by means of a temperature sensor system (24), and the temperature of the feed air is controlled dependent upon a deviation of the ambient temperature measurement value in relation to an ambient temperature optimum value, characterised in that the ambient temperature measurement value is deduced from a number of individual temperature values taken from different points within the cabin area.
2. (Withdrawn) Method in accordance with claim 1, characterised in that at least some of the individual temperature values, in particular all of the individual values, are taken for points at a certain distance from one another in the cabin area along the length of the aircraft (10).
3. (Withdrawn) Method in accordance with claim 1, characterised in that the ambient temperature measurement value is obtained by means of a calculation using at least some of the individual temperature values.
4. (Withdrawn) Method in accordance with claim 1, characterised in that each individual temperature value is compared with at least one reference value and only those individual temperature values which comply with pre-specified conditions in relation to the reference value are taken into consideration when determining the ambient temperature measurement value.

5. (Withdrawn) Method in accordance with claim 1, characterised in that the cabin (18) of the aircraft (10) is sub-divided into several cabin zones lengthwise which are each supplied with feed air from their own supply line (12), that for at least some of the cabin zones an ambient temperature measurement value is deduced from a number of individual temperature values for different points within the cabin zone in question, and that the temperature of the feed air supplied to a cabin zone is controlled, dependent upon a deviation of the ambient temperature measurement value for this cabin zone in relation to an ambient temperature optimum value.

6. (Currently Amended) ~~A passenger~~ Passenger aircraft ~~having a~~ the cabin (18) of which is sub-divided into a plurality of several cabin zones, each supplied with feed air from respective its own supply ~~lines~~ line (12), ~~the passenger aircraft comprising:~~ characterised by

a temperature sensor system operable to generate a plurality (12), by means of which, for at least some of the cabin zones, a number of individual temperature values associated with different locations in the cabin zone, for at least a portion of the plurality of cabin zones; and in relation to each of are established for different points in the cabin zone in question, and by

an electronic control unit coupled to associated with the temperature sensor system (26) and configured to derive a measured , which is provided so as to deduce an ambient temperature measurement value for a selected cabin zone from the plurality of individual temperature values for the selected [[a]] cabin zone, and further configured to control the temperature of the feed air supplied to the selected [[this]] cabin zone based on a difference between the measured , dependent upon a deviation of the ambient temperature measurement value for the selected [[this]] cabin zone and a room temperature target value for the selected cabin zone in relation to an ambient temperature optimum value.

7. (Currently Amended) ~~The passenger aircraft of Aircraft in accordance with claim 6, wherein characterised in that the temperature sensor system (24) used to establish the individual temperature values for a cabin zone includes a plurality number of discrete discrete temperature sensors (24) positioned at different locations in a [[this]] cabin zone for generating respective individual temperature values, each of which provides an individual temperature value.~~

8. (New) The passenger aircraft of claim 7, wherein at least a portion of the plurality of discrete temperature sensors are spaced from each other along a lengthwise direction of the selected cabin zone.

9. (New) The passenger aircraft of claim 8, wherein each of the plurality of discrete temperature sensors are spaced from each other along a lengthwise direction of the selected cabin zone.

10. (New) The passenger aircraft of claim 6, wherein the electronic control unit derives the measured ambient temperature value for the selected cabin zone by averaging at least a portion of the plurality of individual temperature values for the selected cabin zone.

11. (New) The passenger aircraft of claim 10, wherein the electronic control unit compares each of the plurality of individual temperature values for the selected cabin zone to a predetermined reference value, and averages only individual temperature values that comply with a predetermined condition with respect to the predetermined reference value.